Maryland Historical Trust

Maryland Inventory of Historic Properties number: HA-1366

Name: #12031/ MD 136 OVER FALLING BRANCH

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST

Eligibility Recommended ___X____ Eligibility Not Recommended _____

Criteria: ____A ____B ____C ____D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments: _____

_____

_____

Reviewer, OPS: _Anne E. Bruder_____ Date: __3 April 2001____

Reviewer, NR Program: __Peter E. Kurtze_____ Date: __3 April 2001____

MARYLAND INVENTORY OF HISTORIC PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

MHT NO. HA-1866

NAME AND SHA NO.: 12031

LOCATION
Road Name and Number: MD 136 over Falling Branch
City/Town: Five Forks X vicinity
County: Harford

Ownership: X State _ County _ Municipal _ Other

Bridge projects over: _ Road _ Railway X Water _ Land

Is bridge located within designated district?: _ yes X no
__ NR listed district _ NR determined eligible district
__ locally designated _ other
Name of District _

BRIDGE TYPE

_ Timber Bridge
_ Beam Bridge _ Truss-Covered _ Trestle _ Timber-and-Concrete

_ Stone Arch Bridge

_ Metal Truss Bridge

_ Moveable Bridge
_ Swing _ Bascule Single Leaf _ Bascule Multiple Leaf
_ Vertical Lift _ Retractile _ Pontoon

_ Metal Girder
_ Rolled Girder _ Rolled Girder Concrete Encased
_ Plate Girder _ Plate Girder Concrete Encased

_ Metal Suspension

_ Metal Arch

_ Metal Cantilever

X Concrete
_ Concrete Arch _ Concrete Slab X Concrete Beam _ Rigid Frame
_ Other Type Name _

DESCRIPTION

Describe the Setting:

Bridge 12031 carries MD 136 over Falling Branch in northern Harford County. MD 136 runs in an east-west direction at this location; Falling Branch flows south-north. This primarily wooded area lies within the Piedmont physiographic province characterized by variegated topography created by rivers and streams cutting through the valleys. A nineteenth-century house and Reynolds Mill stand southeast of the bridge.

Describe the Superstructure and Substructure:
(Discuss points identified in Context Addendum, Section C)

Bridge 12031, a single-span concrete girder bridge skewed 50 degrees, has a clear span length of 38' and an overall bridge length of 40'. The 28' clear asphalt roadway carries two lanes of traffic. Each of the open balustrade concrete parapets is divided into three sections with 13 openings in each section and features rectangular paneled endposts and a concrete cap. Steel W-beam guardrails are attached to the ends of the parapets. The substructure consists of striated concrete abutments and wing walls with concrete caps. The construction details of this bridge conform closely to the 1930 standard state specifications.

Recent photographs and inspection reports note surface erosion of the parapets; the rest of the bridge appears to be in relatively good condition.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Slightly more than two-thirds (76) of that total were single-span bridges.

Discuss major alterations:

A 1975 report states that the deck was resurfaced with asphalt. More recent inspection reports note that short drains on the superstructure have been replaced with new long PVC drains, but no date was indicated for this action.

HISTORY

When Built: c. 1930
Why Built: Statewide road improvement programs and local transportation needs
Who Built: State Roads Commission of Maryland
Who Designed: Unknown
Why Altered: Unknown

Was this bridge built as part of an organized bridge building campaign?: No

This bridge was built during the Good Roads Movement era but was not one of the primary corridors slated for improvement.

SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

_ A (Events) _ B (Person) _ C (Engineering/Architectural Character)

Was this bridge constructed in response to significant events in Maryland or local history?

The improvement of Harford County roads most likely resulted from several events that occurred during the first three decades of the twentieth century. The original Good Roads movement was aimed toward improving the primary routes through the state as well as connecting roads between counties. A later impact of this crusade included the widening, straightening, and grading of secondary roads, and construction of new bridges to carry these rebuilt roads. Further, the rapid increase of automobile, truck, and bus traffic prompted the replacement of the existing narrow and weak bridges with new, wider, and stronger concrete structures. As time, labor, and money-saving plans created by the State Roads Commission (SRC), the establishment of district engineering offices during the 1910s and the development of standardized bridge designs also aided in the construction of modern bridges throughout the state. During the 1920s, emphasis of the SRC was on improving safety and comfort of main routes while building up the secondary roads and the farm-to-market network of feeder roads. By the 1930s, bridges believed to be adequate when initial road reconstruction was undertaken became unacceptable for modern traffic and many new structures were constructed.

When the bridge was built, and/or given a major alteration, did it have a significant impact on the growth and development of the area?

No, the construction of this bridge did not play an active role in the growth or development of this portion of Harford County.

Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?

No, this bridge is not located within an area which is eligible for historic district designation.

Is the bridge a significant example of its type?

Yes, due to its apparent lack of major alterations and fair condition, this bridge stands as a significant example of its type.

Does the bridge retain integrity of the important elements described in the Context Addendum?

Yes, this bridge retains integrity of its character defining elements. Although recent reports indicate that the structure exhibits signs of age and wear, including cracking and spalling of the parapets, abutments, and wing walls, none of these character defining elements has been replaced or removed.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer, and why?

No, this bridge is not a significant example of the work of the manufacturer, designer, and/or engineer. This bridge was most likely built to standard state specifications, which corresponded to the structure's span length and year.

Should this bridge be given further study before significance analysis is made, and why?

No, this bridge should not receive further study.

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SURVEYOR INFORMATION

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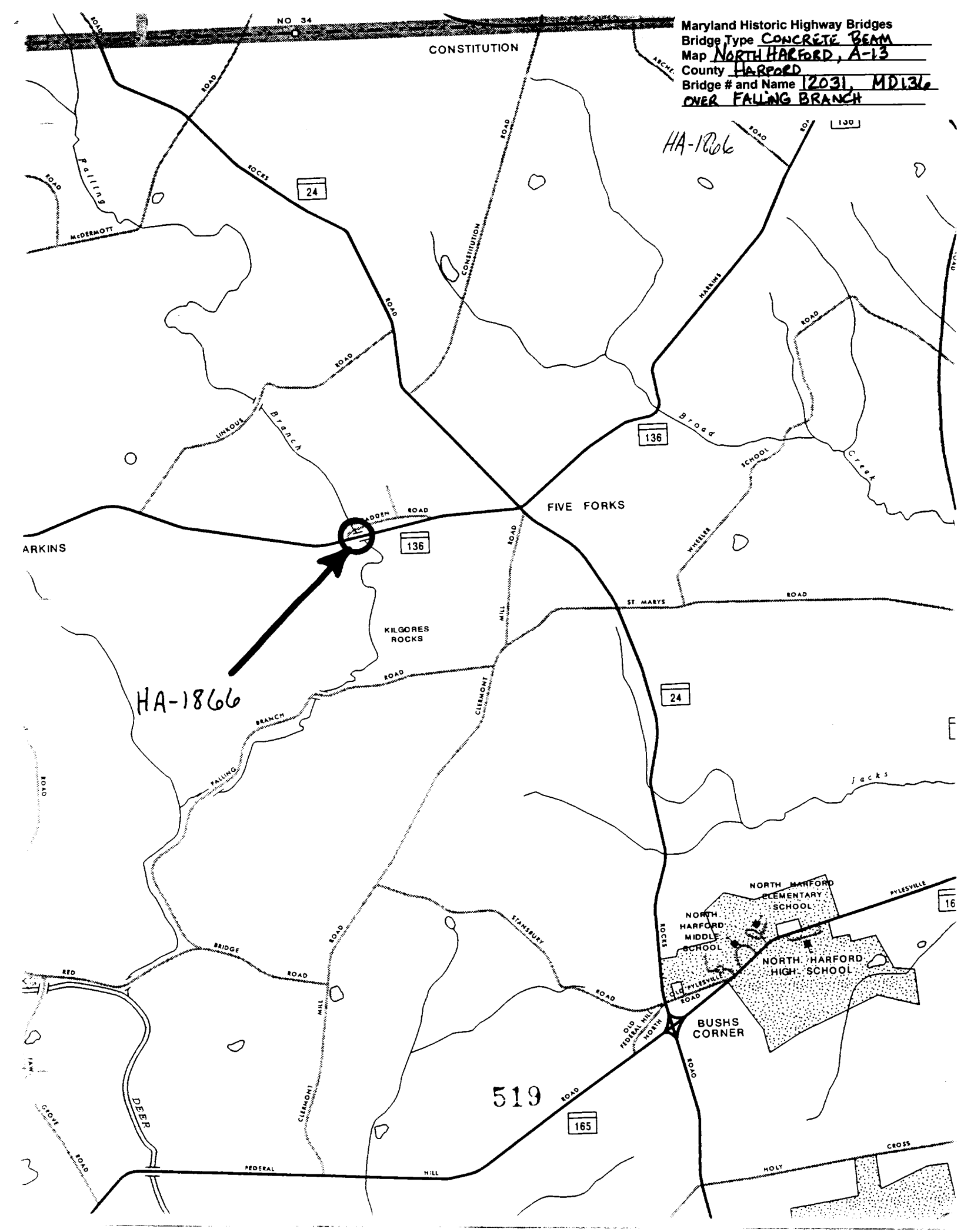
Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map NORTH HARFORD, A-13
County HARFORD
Bridge # and Name 12031, MD136
OVER FALLING BRANCH
HA-1866
HA-1866
NO 34
CONSTITUTION
ROAD
ROCKS
24
McDERMOTT
Falling
CONSTITUTION
ROAD
HARKINS
ROAD
136
Broad
SCHOOL
Creek
LINKOUS
Branch
ROAD
FIVE FORKS
ARKINS
ADDEN
ROAD
136
ROAD
WHEELER
ST. MARYS
ROAD
KILGORES
ROCKS
MILL
ROAD
CLERMONT
24
BRANCH
FALLING
ROAD
Jacks
NORTH HARFORD
ELEMENTARY
SCHOOL
NORTH
HARFORD
MIDDLE
SCHOOL
NORTH HARFORD
HIGH SCHOOL
PYLESVILLE
ROCKS
OLD PYLESVILLE
ROAD
BUSHS
CORNER
OLD FEDERAL HILL
NORTH
ROAD
BRIDGE
ROAD
RED
ROAD
MILL
ROAD
STANSBURY
ROAD
519
ROAD
165
DEER
GROVE
ROAD
FEDERAL
HILL
CLERMONT
HOLY
CROSS

HAER - 1803

HARFORD COUNTY, MD

JOHN TARQUINIO

3/12/95

~~MARYLAND SHPO~~ SHA

- BRIDGE 12031 OVER FALLING BRANCH CREEK

- LOOKING WEST ON MD. ROUTE 136

1/4

HA-1366

HARFORD COUNTY, MD
JOHN TARQUINIO
3/12/95
~~MARYLAND SHPO~~ SHA

- BRIDGE 12031 OVER FALLING BRANCH CREEK

- LOOKING EAST ON MD ROUTE 136

2/4

HP 1866

HARFORD COUNTY, MD

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3/12/95

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- BRIDGE 12031 OVER FALLING BRANCH CREEK

- VIEW LOOKING NORTH

3/9

HA-1360

HARFORD COUNTY MD

JOHN TARQUINIO

3/12/95

~~MARYLAND SHPO~~ SHA

- BRIDGE 12031 OVER FALLING BRANCH CREEK

- VIEW LOOKING SOUTH

4/4